

On the Road

THE RELIEF ROUTE-SR1

PARTIAL INTERCHANGE COMING TO DOVER



The existing emergency on- and off-ramps between SR1 and SR8 will be converted to public use.

Construction of a partial interchange, consisting of an exit ramp from southbound SR1 to SR8 and an on-ramp from SR8 to northbound SR1, will begin in June and will be completed in August.

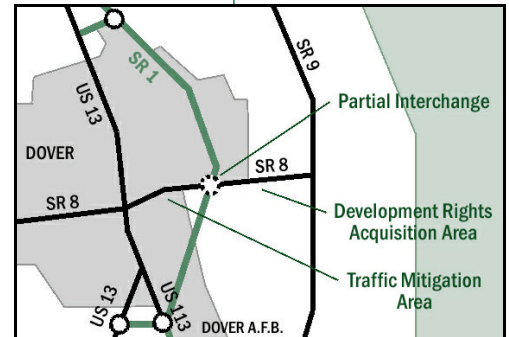
Included as part of the original plans for the US13 Relief Route in 1987, the interchange with SR8 was not to be constructed until a demonstrated need was shown based on traffic demands. Portions of the ramps were built in 1994 for emergency use only. A Needs Study performed in 2001 found that travel demands warranted the opening of the interchange to the traveling public.

The Needs Study also predicted that higher-intensity land development pressures could occur nearby

if an interchange were built and recommended further action by the City of Dover, Kent County, and DelDOT to avoid any secondary impacts to area resources. These impacts could include increased traffic, loss of valuable agricultural land and open space to development, loss of historic landscapes, and environmental impacts to wetlands.

To reduce this land development pressure, legislation was passed in the 2002 Bond Bill that authorized DelDOT to purchase development rights from those parcels adjacent to SR8 between SR1 and SR9, resulting in no further development beyond the current use being permitted on those parcels. "This fits in with the State's Livable Delaware Initiative and the County's plans that both direct development west of SR1 in this area," says Wayne Rizzo, Chief of Real Estate for DelDOT. "The Department of Agriculture and the State Historic Preservation Office also are interested in preserving the farmland and historic

("Partial Interchange" continued on back page)



NEW TRAFFIC PATTERNS AT ODESSA AND SMYRNA

The last segment of SR1 between Smyrna and Odessa is actively under construction. In order to connect the new section to the existing SR1 roadway, changes in traffic patterns are needed.

In early May, new traffic patterns in the area south of Odessa were implemented. Southbound SR1 traffic has been shifted onto the newly constructed portion of relocated US13 by Sycamore Farms. Southbound US13 traffic that originates in Odessa is now required to travel along a frontage road to Pine Tree Corners Road, come to a stop, and then turn left onto Pine Tree Corners Road to get back to US13. To minimize the volume of traffic using

this route, signs have been erected to encourage motorists to use SR1 via SR299 in Odessa. An improved right turn lane for southbound US13 traffic to turn onto SR299 has been constructed and no tolls are required at the SR1/SR299 interchange. This traffic pattern will be in place until May 2003 when the new portion of SR1 is scheduled to open.

In the area of North Smyrna, new traffic patterns are scheduled to be implemented in June 2002. The first adjustment will close the existing ramp for southbound traffic to continue on US13. This movement will be directed to a new double left turn movement at the existing US13 intersection

("New Traffic Patterns" continued on back page)



Delaware Department
of
Transportation

Nathan Hayward III
Secretary

On the Road is published periodically by the Delaware Department of Transportation and is the official newsletter of SR1, the US Route 13 Relief Route.

TO OUR READERS

The State of Delaware and the project team are committed to continuing the citizen input process during the construction phase of the project. We invite you to write to us with questions or comments regarding *On The Road*

Contact DeIDOT BY MAIL
Delaware Department of Transportation
PO Box 778
Dover, DE 19903

BY E-MAIL
webmaster@mail.dot.state.de.us

WEBSITE
www.deldot.net

For More INFORMATION

BY PHONE
Public information: contact Michele Ackles,
Manager of External Affairs,
at 800-652-5600 in Delaware or 302-760-2080
Design issues: contact Darren O'Neill,
Project Manager, at 302-760-2274

Go to this link to get connected to the NEW email Subscription Service for DeIDOT News and Traffic information.
http://www.deldot.net/static/portal_subscription.html

"Partial Interchange" (continued from front page)

resources east of SR1." For its part, the City of Dover is looking to control development through zoning. "There is a definite need for Dover to have this access to SR1, but we do not want to see a typical highway interchange with gas stations and fast-food restaurants there," says City Manager Tony DePrima.

The public outreach effort during the Needs Study also identified concerns about possible impacts the interchange could bring to the area between US13 and SR1. These issues included pedestrian safety, traffic speed, increased congestion, and cut-through traffic. DeIDOT and the City of Dover have joined to conduct a SR8 Traffic Mitigation Study. A "working group" of area representatives has been organized to help investigate ways to lessen any impacts. Some of the possible measures presented at a Public Workshop included sidewalks, curb bulbouts to reduce the pavement width, partial street closures, stop signs, and gateway treatments. Due to the varied responses received, a detailed inventory of the traffic patterns before and after the opening of the SR1 interchange will be performed to help determine the measures that would be most effective.

"New Traffic Patterns" (continued from front page)

with Duck Creek Road. To minimize the volume of traffic passing through this intersection, the tolls at the South Smyrna interchange will be suspended. Signing will be installed to encourage both northbound and southbound motorists to use SR1. This temporary condition will also be in place until the opening of the new SR1 in May 2003.

